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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Czechoslovakia	REPORT NO.	<div style="border: 1px solid black; width: 150px; height: 25px;"></div>	25X1
SUBJECT	Military Airfield at Nymburk	DATE DISTR.	9 October 1953	
		NO. OF PAGES	3	
25X1 DATE OF INFO.	<div style="border: 1px solid black; width: 150px; height: 40px;"></div>	REQUIREMENT NO.	<div style="border: 1px solid black; width: 40px; height: 20px;"></div>	25X1
PLACE ACQUIRE	<div style="border: 1px solid black; width: 150px; height: 40px;"></div>	REFERENCES		25X1

1. The military airfield at Nymburk (O 51/G 20) lies south of Nymburk beyond the suburb of Zalabi. Its western boundary is the railroad line between Nymburk and Sadska (O 51/M 19). About 1,000 meters west of this line runs the new Nymburk-Zverinek-Sadska highway. The northern boundary of the field is the suburb of Zalabi and the road running southeast from Nymburk toward Podebrady (O 51/M 29). The Elbe River flows between Nymburk and Zalabi. About two or three kilometers east of the field is the double-track Nymburk-Podebrady railroad line. The southern boundary of the field is the farmland around the town of Horatev, Kovanice and Chvalovice. The field is 180 meters above sea level and has a humus foundation.
2. The former district road between Zalabi and Horatev has been closed, and traffic has been shifted to the asphalt road running along the western side of the Nymburk-Sadska railroad line. The road from Zverinek to Horatev has been asphalted.
3. Construction work on the airfield was carried out by the Czechoslovak Construction Works (Gaskovlovenske stavebni zavody), Nymburk branch. About 800 people were engaged on the project, working in three shifts. From twenty to thirty trucks were engaged in delivering building material (concrete and gravel). All through the winter of 1952-53, hangars were being built on the northern end of the airfield. In February 1953, when the area was last observed two 25X1 ferro-concrete hangars 30 by 70 by 12 meters in size, as well as the framework of a third one, were already completed. Foundations had been dug for a new building, probably an administration building, saw a great amount of material on the site which seemed to indicate that further construction was to be carried out in the near future.
4. The stone foundation of the runway was completed in autumn 1951 and concrete was poured over it in spring 1952. The runway runs northwest-southeast and it is estimated to be 30 meters wide and 2,500 meters long. On both sides of the hangars, there are concrete taxiways leading to the runway.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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(Note: Washington Distribution Indicated by "X", Field Distribution by "#")

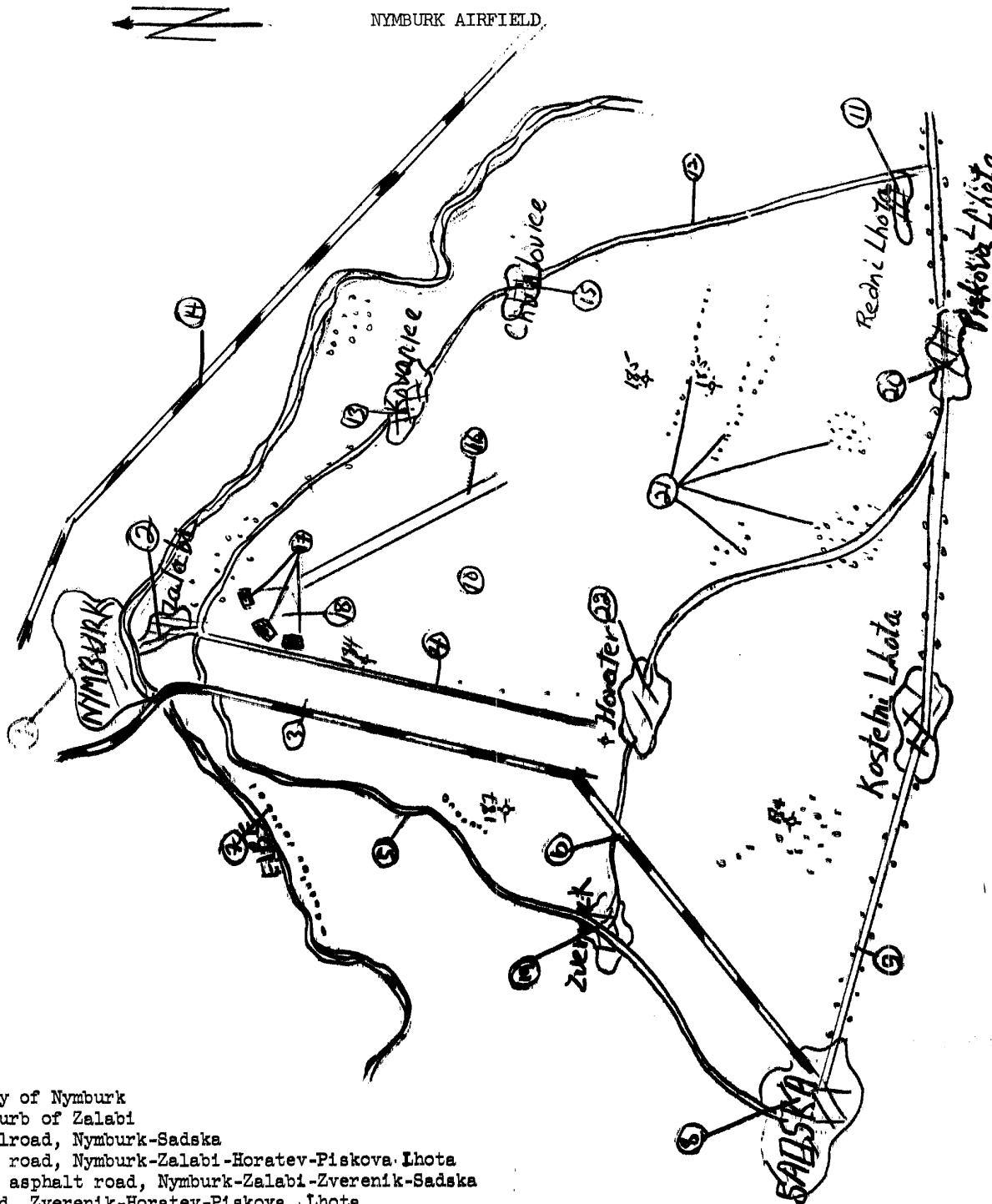
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25X1

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- 25X1 5.
the former asphalt road between Zalabi and Horatev, which is level and almost straight, is to be widened and used as a second runway.
6. This airfield is for use by jet aircraft. The runway can be extended up to 10 kilometers. The present length of the runway is only temporary, in order to permit operation as soon as possible. Since there are stocks of material on the airfield, it is assumed that the construction of another runway is intended. Only limited drainage has been laid in, as extensive facilities are not necessary.
7. The Nymburk power station supplies the airfield with electricity.
8. A large military garrison of railroad troops is located at Nymburk, which has the largest railroad workshops in Czechoslovakia.

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- City of Nymburk
- Suburb of Zalabi
- Railroad, Nymburk-Sadska
- Old road, Nymburk-Zalabi-Horatev-Piskova Lhota
- New asphalt road, Nymburk-Zalabi-Zvernik-Sadska
- Road, Zvernik-Horatev-Piskova Lhota
- The Elbe River
- Small town of Sadska
- Highway, Podebrady-Prague
- Airfield
- Predni Lhota
- Road, Nymburk-Podebrady
- Kovanice
- Railroad, Nymburk-Podebrady
- Chvalovice
- Runway
- Three ferro-concrete hangars
30 x 70 x 12 meters in size.
- Taxiways

- 19. Zvernik
- 20. Piskova Lhota
- 21. Rows of fruit trees
- 22. Horatev